



CITY OF HAYWARD
AGENDA REPORT

AGENDA DATE 04/18/00
AGENDA ITEM 5b
WORK SESSION ITEM _____

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Harder Road Grade Separation Project: Approval of Plans and Specifications, Call for Bids, Execute Agreement for Professional Resident Engineer Services, and Execute Cooperative Agreement with Alameda County Flood Control

RECOMMENDATION:

It is recommended that the City Council approve the attached resolutions that:

1. Approve the Plans and Specifications and Call for Bids to be received on May 23, 2000;
2. Authorize the City Manager to execute an agreement for professional resident engineer services with Parsons Brinckerhoff Construction Services, in an amount not to exceed \$200,000; and
3. Authorize the City Manager to execute a cooperative agreement with the Alameda County Flood Control District.

BACKGROUND:

The Harder Road Underpass Project is designed to eliminate the current at-grade crossing of the Union Pacific railroad tracks (see Exhibit A). When completed, the grade separation will eliminate potential collisions between trains and vehicles/pedestrians and improve traffic circulation on this vital east-west arterial. The project, which is funded primarily by State Grade Separation funds and Union Pacific Railroad funds, will lower Harder Road between Soto Road and Gading Road, so that traffic and pedestrians can pass safely underneath a new Union Pacific Railroad bridge without waiting for trains. The annoying train horn noises associated with the current at-grade crossing will also be eliminated.

Since the elevation of the railroad tracks does not change as a result of this project, Harder Road must be lowered by nearly 22 feet to pass below the tracks. The finished project will be similar in design to the underpass on Jackson Street west of Soto Road.

In order to construct the new four-span railroad bridge and lower Harder Road, a temporary railroad track will be constructed west of the existing tracks to carry trains during the construction period. An existing large drainage culvert will also be realigned as part of the project (see Exhibit B). After completion of the railroad bridge and transfer of railroad

project (see Exhibit B). After completion of the railroad bridge and transferal of railroad traffic to the new bridge, the temporary railroad track can be removed and excavation of the new roadway can be completed. The new grade separation will include two vehicle lanes and a bike lane in each direction, a median, and a partially elevated sidewalk on the northerly side. Sycamore, Pear, and Crepe Myrtle trees, shrubs, and groundcover will be planted on the new sloping sides, median, and parkway areas. Impacted residences and commercial buildings will be provided with new landscaped entrances and temporary parking, where needed.

At a work session on June 8, 1999, Council was informed that Harder Road would be closed for 20 months during construction and that traffic would be detoured through Lund Avenue (see Exhibit C). Lund Avenue is presently unimproved along most of its length, and the proposed construction will install curbs, gutters, sidewalks, and full width pavement to provide a safe, effective detour, which will mitigate the impact of the additional vehicles along this residential street. A temporary traffic signal will be installed at the intersection of Lund Avenue and Soto Road to facilitate the turning movements.

Construction Phasing:

The project consists of three major construction phases. The first phase from, July 2000 to September 2000, will improve Lund Avenue, construct a temporary traffic signal at the Soto/Lund intersection, and install the temporary rail crossing.

The second phase, from September 2000 to September 2001, will close Harder Road, temporarily relocate the railroad tracks, and then construct the railroad bridge, retaining walls, and drainage culvert.

The third phase, from September 2001 to July 2002, during which Harder Road will also be closed, the contractor will excavate Harder Road, construct the new roadway, curbs, gutter, sidewalks, and landscaping, and will relocate the railroad tracks back to the main line.

DBE/WBE Program:

Staff has established a goal of 10 percent for Disadvantaged Business Enterprise (DBE) participation and a goal of 4 percent for Women-Owned Business Enterprise (WBE) participation for this project. The appropriateness of these goals was established through an evaluation of available subcontracting opportunities for the project and an analysis as to what portion of those subcontracts could be reasonably set aside for DBE and WBE participation.

Resident Structural Engineer Requirement:

Because this project involves bridge construction, it is generally accepted practice to obtain the services of an experienced structural engineer to serve as a Resident Bridge Engineer during construction. Staff requested proposals from six engineering/construction management firms with specialized experience in bridge structural inspection; four responded. Parsons Brinckerhoff Construction Services was selected as the best qualified based upon their proposed staff as well as their prior experience in similar grade separation bridge projects and their experience in working with Union Pacific Railroad projects. In addition, their hourly charge rates were equal to or lower than the other proposals. The proposed consultant fee, including potential additional services, is a not-to-exceed amount of \$200,000.

Public Involvement and Information Process:

On October 27, 1999, an informational neighborhood meeting was conducted at Harder Elementary School to provide the general public and interested citizens the scope and design of the project. In response to questions at the meeting, staff confirmed with the Fire and Police Departments that response times would not be significantly impacted by the detour. As noted at this meeting, there are unavoidable impacts of this major of a project, and staff recognizes that extra efforts will be necessary to keep both the traveling public and the residents in the area informed about the project. Therefore, special information procedures will be implemented. Once the contractor is selected, staff will distribute a newsletter to affected residents, property owners, and business owners to inform them of the nature and purpose of the work, project schedule, potential impacts, and a City contact for more information. In addition, a special voicemail line will be set up, so that interested parties may call in, receive an update on the project, and leave a message, if desired. This information number will also be on a sign as drivers enter the detour area from the east or west. Staff will also put updated information on the City web page.

PROJECT COSTS:

The estimated costs for the project are as follows:

Construction	\$ 5,240,000
Relocation of Fibre Optic Lines	400,000
Additional Railroad Costs for Detour	150,000
Design and Administration	930,000
Right-of-way Acquisition	401,000
Inspection and Testing	200,000
Resident Structural Engineer	200,000
Total	<hr/> \$ 7,521,000

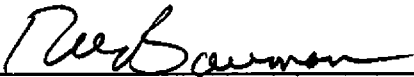
FUNDING:

A total of \$7,478,000 is programmed in the Gas Tax Fund and the Street System Improvement Fund of the current five-year Capital Improvement Program. After bids are received, an additional appropriation will be requested, if necessary. The City anticipates being reimbursed a maximum amount of \$5,000,000 from the State Grade Separation Program, and will be reimbursed \$143,000 from Alameda County Flood Control. The reimbursement from Alameda County Flood Control is to pay their share of costs for the increased capacity provided in the relocated flood control box culvert that is a required part of the project. A cooperative agreement has been drafted for execution by the City and County for this reimbursement. In addition, the Union Pacific Railroad will be providing its 10 percent contribution to the project in the form of equipment and railroad-specific work, which it will provide.

SCHEDULE:

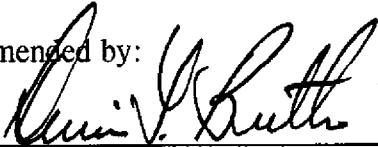
Receive Bids	May 23, 2000
Award of Contract	June 20, 2000
Begin Construction	July 17, 2000
Complete Construction	July 25, 2002

Prepared by:



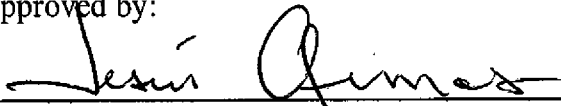
Robert A. Bauman, Deputy Director of Public Works

Recommended by:



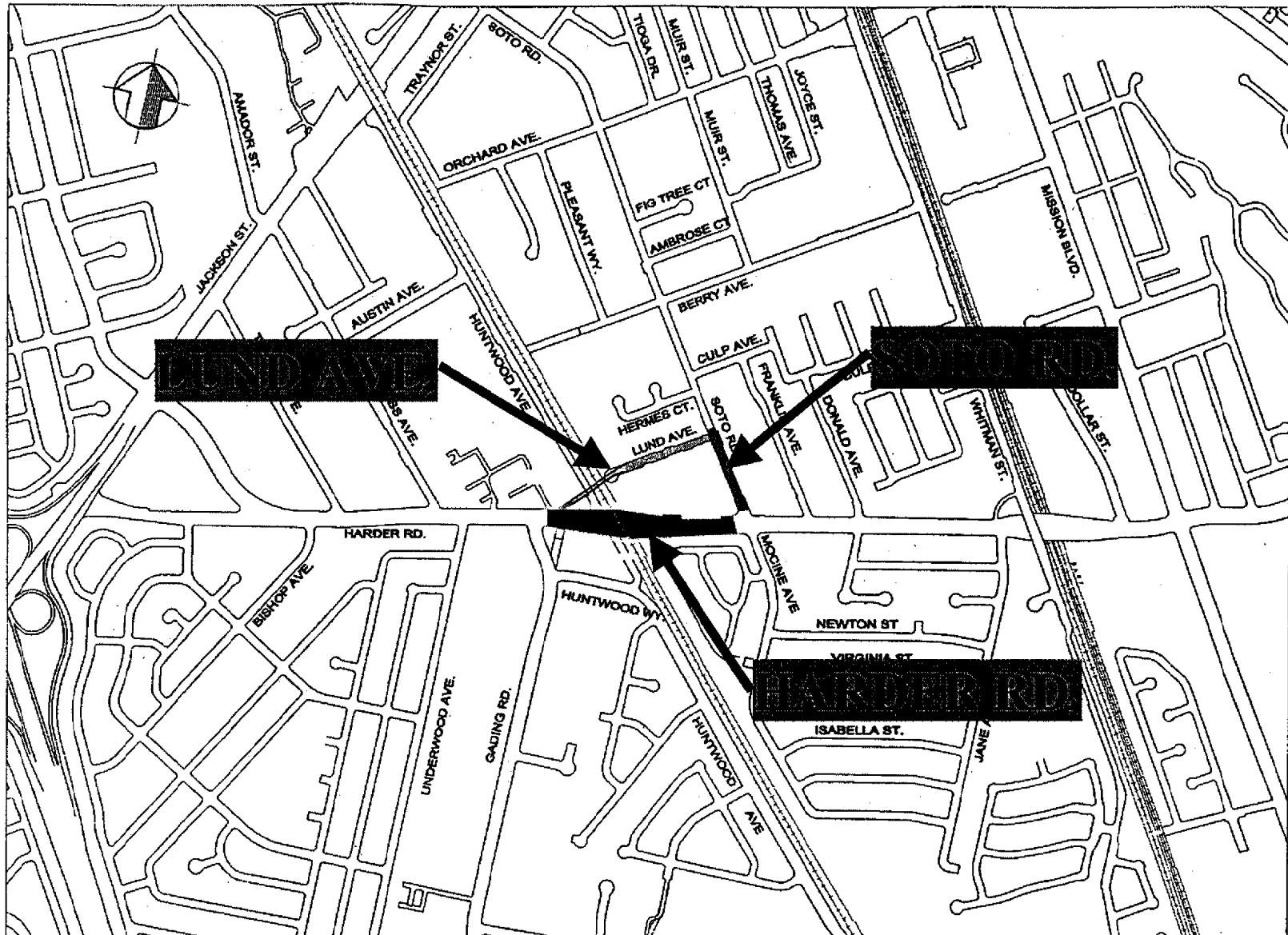
Dennis L. Butler, Director of Public Works

Approved by:

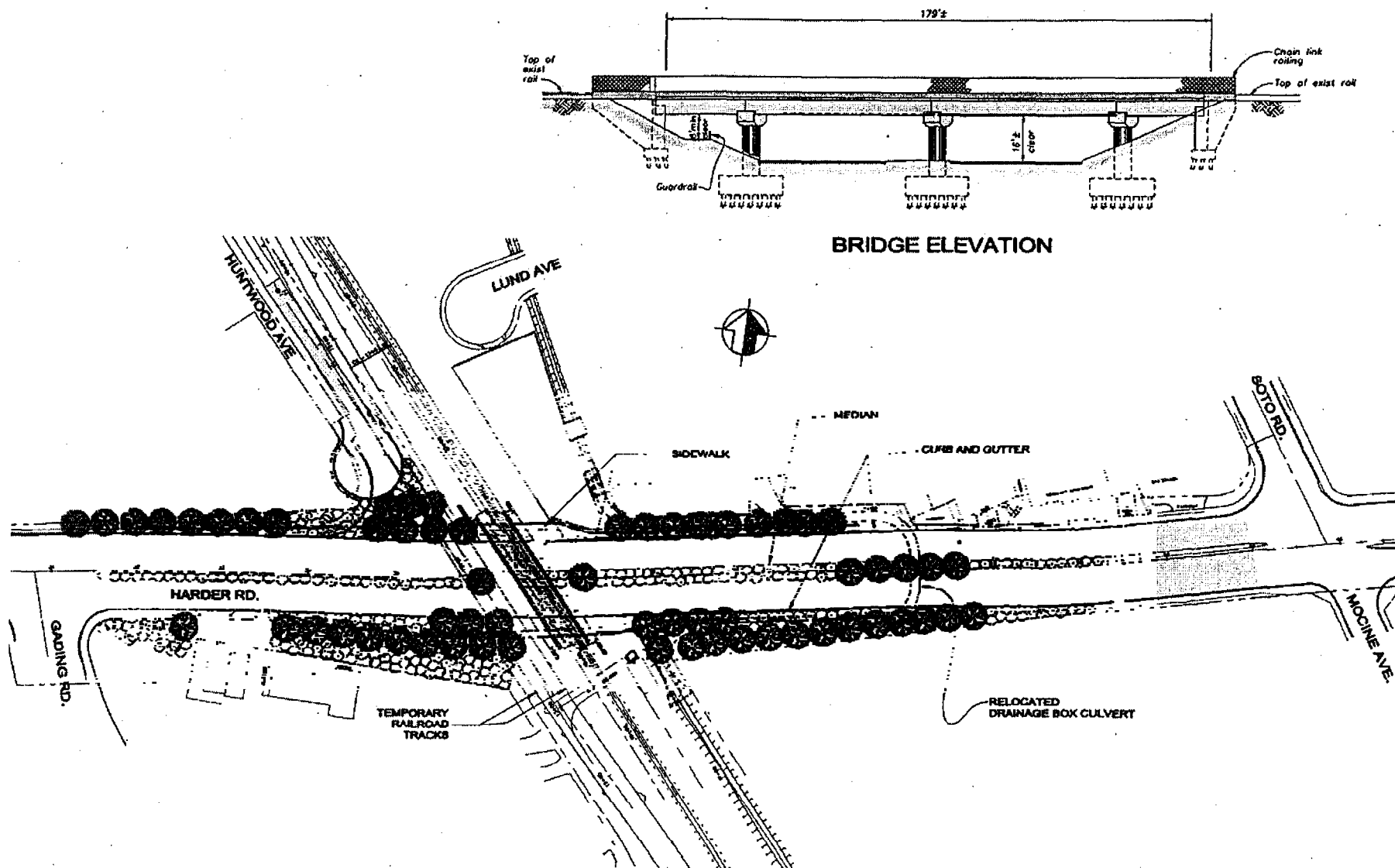


Jesús Armas, City Manager

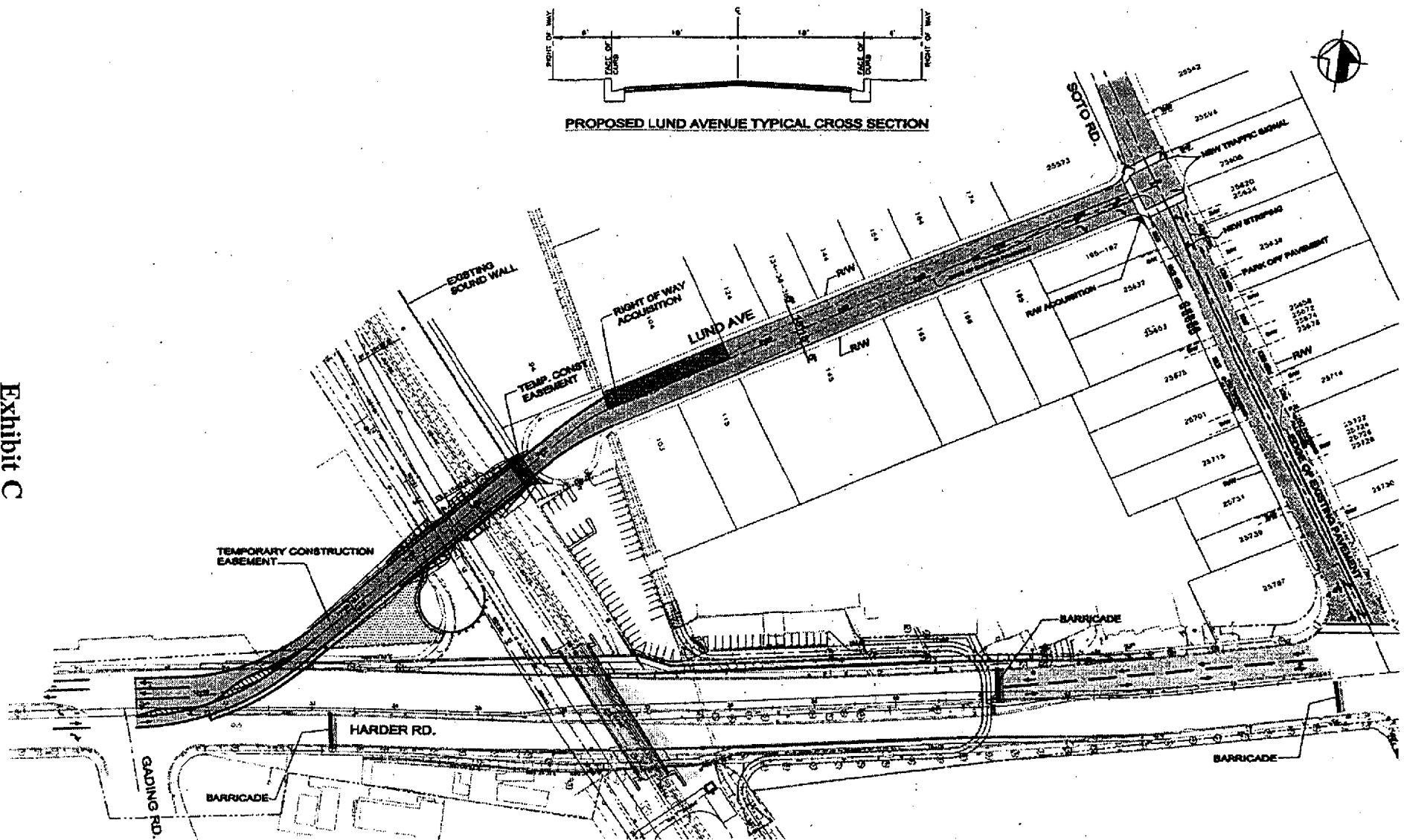
Attachments: Exhibit A: Location Map
Exhibit B: Harder Road Plan
Exhibit C: Detour Plan
Exhibit D: Lund Avenue Improvements



HARDER ROAD UNDERPASS LOCATION MAP

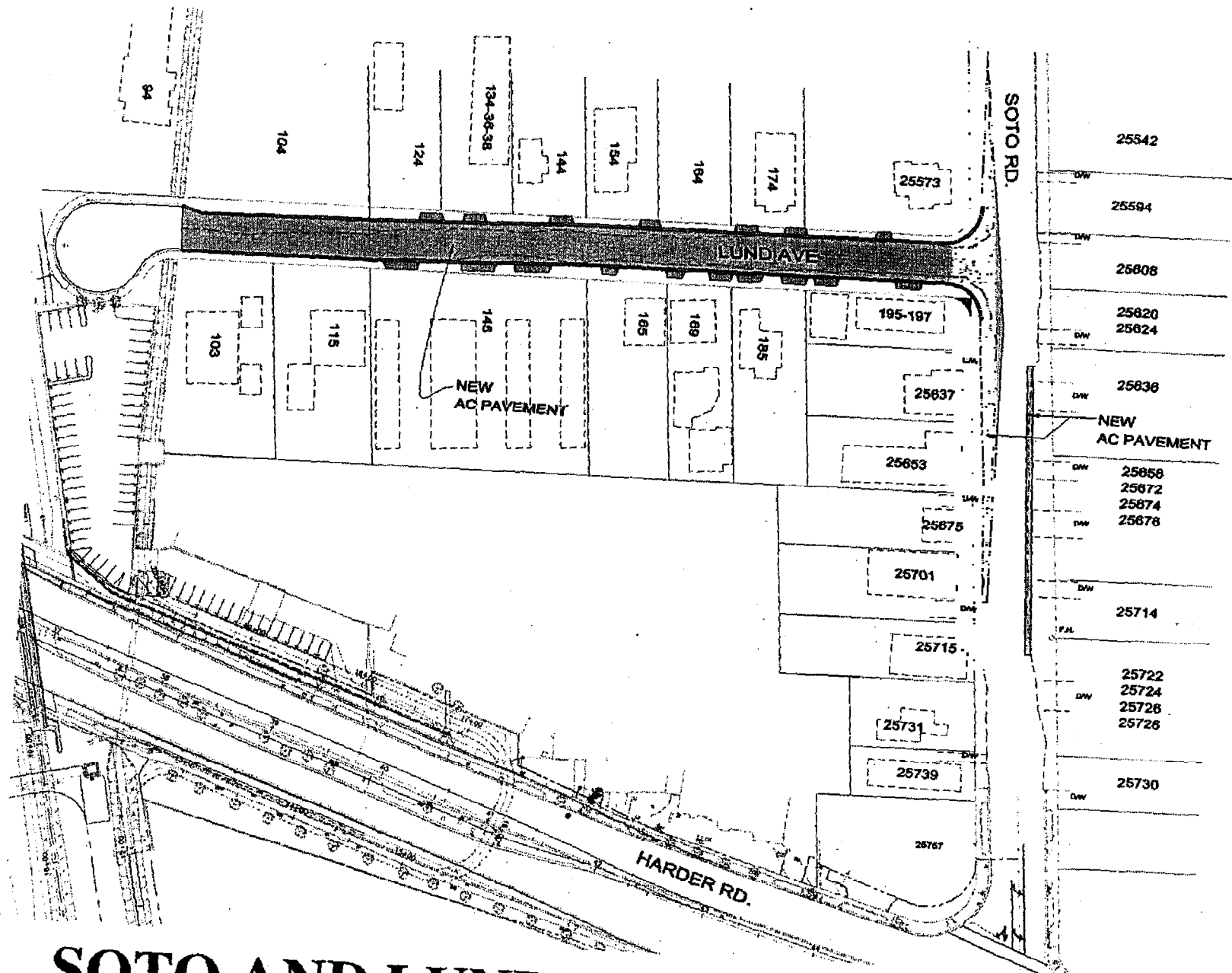


HARDER ROAD UNDERPASSPROJECT DESCRIPTION



DETOUR AT LUND AVENUE

Exhibit D



SOTO AND LUND IMPROVEMENTS

DRAFT

DM 4-10-00

HAYWARD CITY COUNCIL

RESOLUTION NO. _____

Introduced by Council Member _____

RESOLUTION APPROVING PLANS AND SPECIFICATIONS FOR THE HARDER ROAD GRADE SEPARATION PROJECT, PROJECT NO. 5195, CALL FOR BIDS, AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE NECESSARY AGREEMENTS TO COMPLETE THE PROJECT

BE IT RESOLVED by the City Council of the City of Hayward as follows:

1. That those certain plans and specifications for the Harder Road Grade Separation Project, Project No. 5195, on file in the office of the City Clerk, are hereby adopted as the plans and specifications for the project;
2. That sealed bids therefor will be received by the City Clerk's office at City Hall, 777 B Street, Hayward, California 94541, up to the hour of 2:00 p.m. on Tuesday, May 23, 2000, and immediately thereafter publicly opened and declared by the City Clerk in the Public Works Conference Room, 4D, City Hall, Hayward, California;
3. That the City Council will consider a report on the bids at a regular meeting following the aforesaid opening and declaration of same; and
4. That the City Clerk is hereby directed to cause a notice calling for bids for the required work and material to be made in the form and manner provided by law.

BE IT FURTHER RESOLVED, that the City Manager is authorized and directed to execute by and on behalf of the City of Hayward an agreement with Parsons Brinckerhoff Construction Services for professional resident engineer services in an amount not to exceed \$200,000 in a form to be approved by the City Attorney.

BE IT FURTHER RESOLVED, that the City Manager is authorized and directed to execute by and on behalf of the City of Hayward a cooperative agreement with the Alameda County Flood Control and Water Conservation District for reimbursement to pay its share of costs for the increased capacity provided in the relocated flood control box culvert that is a required part of the project.

BE IT FURTHER RESOLVED, that the City Manager is authorized and directed to execute by and on behalf of the City of Hayward any and all other necessary agreements to complete the project.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 2000

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward